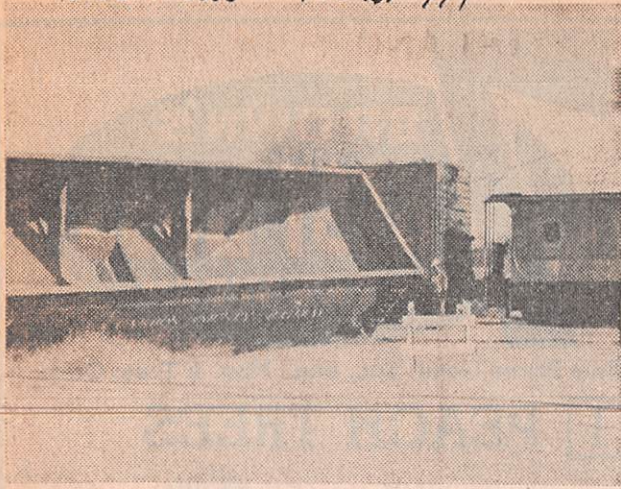


Des News 12 Mar 1971



How To Block A Street

Two cars of a freight train lie askew off a switch track at Price. The Denver & Rio Grande Railroad line was not blocked, but a street crossing at 2nd East and 3rd South was blocked a few hours Wednesday while crews got the cars back on the track.

3-15-71 Mon

Dennis:

1. CK Paved Brick & Tile Spar -
2. CK Track & snow slides -
3. CK

Citizens Committee Prepares Alignment Changes To Recommend on Proposed Provo Canyon Highway

15 Mar 1971

By RON BARKER

Herald

The Provo Canyon Highway Citizens Committee is preparing suggested alignment changes which it will recommend to the Utah State Highway Department, hoping that some compromises might be worked out which will improve the proposed road and save the canyon from undue scarring.

Members of the committee, headed by D. Allan Firmage, civil engineering professor at BYU, walked along parts of the proposed route in snow Saturday morning. The Highway

Department engineers loaned Mr. Firmage their maps so the committee could see where the state planned to build the new canyon road.

One suggestion that the citizen committee will make to the Highway Department is that the engineers abandon the concept of building a road completely separate from the present one. Committee members think that the present road should be used where necessary to avoid either extensive cuts and fills or moving the river.

Use Old Alignment

While the citizens committee

agrees with some aspects of the plan, other areas occasioned concern, they said. "We can't go along with the plans from Olmstead to Wicks," said Mr. Firmage. "We feel the Highway Department should use the old road alignment, essentially, and straighten the road by cutting through a hill just west of the gravel pits by Murdock Diversion Dam."

The advantages to this change, according to Mr. Firmage, would be that the river would then not need to be channeled and Orem City Park would not be touched. Present plans call for a fairly large strip of the park to be used for the highway, according to Mr. Firmage.

A recent Supreme Court decision prevents highways from being built through public parks if a "feasible alternative" is available, says Mr. Firmage, and he believes his recommendation is feasible.

The citizens committee also is concerned about the proposed alignment in the Wicks and Springdell area. The Geologic Hazards Committee advised that "the large landslide on the north side of the canyon opposite Wicks and Springdell should be avoided if at all possible." The

geologists added that water lines crossing the landslide could be endangered following a failure of the slope. The citizens feel the road should travel on the south side of the canyon at this point and pass south of Springdell, crossing to the north side of the canyon further east to avoid the geologic hazards.

The citizens group is also concerned about the geologic hazards around Rotary Park, another area mentioned in the geologic hazards report. "Placing the highway on the south side of the canyon to avoid Rotary Park would involve it with an extremely hazardous high, loose rock slope," the geologists said. The citizens feel that at this point the present road alignment might be used. "There is room to widen the highway on the north side through that area," believes Mr. Firmage.

The plans which Mr. Firmage and his committee received from the engineers show truck passing lanes in several places along grades. Bert Taylor, engineer for the highway department, said that until the road becomes four-lane, the passing lanes would be necessary to facilitate good traffic flow.

Thursday, March 18, 1971

Ordinance 71-5

AN ORDINANCE OF WASATCH COUNTY, STATE OF UTAH, IMPOSING A COUNTY TRANSIENT ROOM TAX, PROVIDING FOR THE PERFORMANCE BY THE UTAH STATE TAX COMMISSION OF ALL FUNCTIONS INCIDENT TO THE ADMINISTRATION, OPERATION AND COLLECTION OF THE TRANSIENT ROOM TAX HEREBY IMPOSED, PROVIDING FOR THE HANDLING AND DISBURSEMENT OF THE MONIES BY THE COUNTY, AND THE ESTABLISHING OF PENALTIES FOR VIOLATION OF THE ORDINANCE.

The Board of County Commissioners of the County of Wasatch, State of Utah, ordains as follows:

Sections:

1. Title
2. Operation of Tax
3. Purpose
4. Transient Room
5. Use of Funds Collected
6. Reserve Fund
7. Contributions Permitted
8. Transient Defined
9. Statute Incorporated
10. Penalties
11. Severability

Section 1. Title. This ordinance shall be known as "The Transient Room Tax Ordinance of the County of Wasatch."

Section 2. Operation of Tax. The Board of Wasatch County Commissioners ordains that this ordinance shall take effect and become operative as of 12 o'clock, noon, on the 1st day of January, 1970, and shall remain operative until amended, revoked, or otherwise changed by action of that Board.

Operative Date of Contract With State. This County shall contract with the Utah State Tax Commission, as required Title 17, Chapter 31, Section 6, U.C.A. 1953, as amended in 1967, and by Title 11, Chapter 9, U.C.A., 1953, as amended, not later than the effective date of this ordinance as herein established.

Section 3. Purpose. The Board of County Commissioners hereby declares that this ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish these purposes:

(1) To adopt a transient room tax ordinance which complies with the requirements and limitations contained in chapter 35, Laws of Utah, 1965.

(2) To adopt a transient room tax ordinance which incorporates provisions identical to those of chapter 31 of title 17, Utah Code Annotated, 1953, as amended.

(3) To adopt a transient room tax ordinance which imposes a one-and-one-half per cent tax and provide a measure therefor that can be administered and collected by the State Tax Commission in a manner that adapts itself as fully as practical to the existing statutory and administrative procedures followed by the State Tax Commission in administering and collecting the sales and use taxes of the State of Utah.

(4) To adopt a transient room tax ordinance which can be administered in a manner that will provide funds for the purposes of establishing, financing and promoting recreational, tourist and convention bureaus and for that purpose create, at the discretion of the Board of County Commissioners, a reserve fund comprised of any funds collected but not expended during any fiscal year.

Section 4. Transient Room. There is hereby levied and there shall be collected and paid a tax upon all rent for every occupancy of a suite, room or rooms on all persons, companies, corporations or other like and similar persons, groups or organizations doing business in Wasatch County as motor courts, motels, hotels, inns or like and similar public accommodations, at the rate of one and one-half per cent.

Except as hereinafter provided, and except insofar as they are inconsistent with the provisions of title 17, chapter 31, Utah Code Annotated, 1953, as amended and in force and effect on August 1, 1965, all of the provisions of title 59, chapter 15, Utah Code Annotated, 1953, are hereby adopted and made a part of this ordinance as though fully set forth herein.

Wherever and to the extent that in chapter 15 of title 59, Utah Code Annotated, 1953, the State of Utah is named or referred to as the taxing agency, the name Wasatch County shall be substituted therefor. Nothing in this subdivision shall be deemed to require substitution of the name of the county for the word "state" when that word is used as part of the title of the State Tax Commission, or of the Constitution of the State of Utah, nor shall the name of the county be substituted for that of the state in any section when the result of that substitution would require action to be taken by or against the county or any agency thereof, rather than by or against the State

Tax Commission in performing the functions incident to the administration or operation of this ordinance.

If an annual license has been issued to a retailer under section 59-15-3 of the said Utah Code Annotated, 1953, an additional license shall not be required by reason of this section.

There shall be excluded from the rent paid or changed by which the tax is measured:

(1) The amount of any sales or use tax imposed by the State of Utah or by any other governmental agency upon a retailer or consumer:

(2) Receipts from the sale or service charge for any food or beverage or room service charge in conjunction with the occupancy of the suite, room or rooms.

Section 5. Use of Funds Collected. No funds collected and received by Wasatch County by virtue of the tax imposed hereby shall be used for any purpose other than establishing, financing and promoting recreational, tourist and convention bureaus.

Section 6. Reserve Fund. For the purposes authorized by this ordinance, there is hereby created a reserve fund to be known as the Wasatch County "Special Reserve Fund" which shall be maintained separate and apart from general and other special funds of Wasatch County and in which shall be deposited any and all funds collected by virtue of the tax imposed hereby but not expended during the fiscal year in which they were collected or in any other subsequent fiscal year.

Section 7. Contributions Permitted. The Board of County Commissioners is hereby authorized to accept, on behalf of the County, funds contributed, donated or supplied by any person, corporation, other governmental agency or from any other source whatever for the purposes outlined in section 3 of this ordinance, and when such funds are received, they shall be deposited and used in the same manner as though they were derived from the tax imposed hereby.

Section 8. Transient Defined. For the purpose of this ordinance the term "transient" is defined as any person who occupies any suite, room or rooms in a motel, hotel, motor court, inn or similar public accommodation for fewer than thirty consecutive days.

Section 9. Statute Incorporated. The provisions of title 17, chapter 31, Utah Code Annotated, 1953, as amended, enacted by chapter 35, Laws of Utah, 1965, are hereby incorporated herein and make a part of this ordinance by this reference thereto.

Section 10. Penalties. Any person violating any of the provisions of this ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be punishable by a fine of not more than \$299.00, or by imprisonment for a period of not more than six months, or by both such fine and imprisonment, provided, that a corporation violating a provision or provisions of this title shall be punishable by a fine not exceeding one thousand (\$1,000.00) dollars.

Section 11. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

It is the intention of the Board of Wasatch County Commissioners that each separate provision of this ordinance shall be deemed independent of all other provisions herein.

Section 12. Emergency Clause. In the opinion of the Board of County Commissioners, Wasatch County, State of Utah, a public emergency exists in connection with the matter contained in this ordinance and that it is necessary for the preservation of the health and general welfare of Wasatch County and the inhabitants of Wasatch County that this ordinance become effective immediately upon adoption and publication.

Passed and adopted and ordered published by the Board of County Commissioners of Wasatch County, State of Utah, this 10th day of March 1971.

Commissioner Grant Shelton voting yes.

Commissioner Neil Duke voting yes.

Commissioner Russell Wall voting yes.

Approved:
RUSSELL WALL
Chairman

Board of Commissioners
ATTEST:
EZRA VAN WAGONER
County Clerk
(SEAL)

Published March 18, 1971.

18 MAR 1971

Orem Man Offers Views On Canyon Road Proposal

21 Mar 1971

Editor Herald:

Relative to the much talked about Provo Canyon road: Surely there is a way of doing this without such tremendous expense and whereby most people will be fairly well satisfied. In the first place it seems quite nonsensical to even think of a four lane highway from the mouth of the canyon to Nunns and leave the rest of the road as is. Surely if anything is to be done it should be done all the way.

Yesterday we took a ride up through the canyon. When we left Olmstead there was not a car in sight through the rear mirror. We held it on forty miles practically all the way through the canyon. When we got to Spring Glenn there were three cars anxious to get by. As we all know there is a turnout or a third lane provided on the hill as we leave Spring Glenn. It was easy

to let these three cars by. On up the canyon there are other pullouts or third lanes provided where people in a hurry can get by. There are several other places where corners could be taken of and the road straightened providing for third passing lanes.

Very few minutes would be lost by the people in a hurry. It seems to me that with cooperation and a little common sense a way could be found up and down this wonderful canyon where the road could be left pretty much as is and still provide a way for people in a hurry to go on and the rest of us could go at reasonable speeds as we have always done. An don't think I am not mindful of the dangers on a three lane highway. This could all be worked out. Thank you.

O.H. Anderson, Orem

21 Mar 1971

Rail Passenger Route May Be Via Provo; Announcement Slated

Salt Lake City likely will be named as a stop on the new Chicago to San Francisco railroad passenger route to be announced Monday by the National Railroad Passenger Corp., according to reports in Washington, D.C., over the weekend.

There appears to be at least a 50 percent chance that the train will pass through Provo on its way through Utah. Two routes have been proposed west of Denver. One would be via Grand Junction, Colo., to Salt Lake City along the Denver and Rio Grande Western tracks which run through Provo. The other proposed route runs through Cheyenne, Wyo., on Union Pacific track. The Wyoming route would pass through Ogden

and by-pass Salt Lake City.

A spokesman for the Railpax Corp., which will take over operation of some of the nation's railroad passenger routes on May 1, said all of the proposed passenger routes would be announced at a press conference in Washington Monday at noon MST.

Plan Indefinite

Whether the train would stop in Provo if it should pass through Utah County isn't known here, but local railroad officials cautioned that this would be going against the general concept of Railpax Corp., namely to connect metropolitan areas.

An alternate proposal for the Denver-Grand Junction-Salt Lake City route would include a stop in Ogden after leaving Salt Lake City.

The Railpax spokesman would neither confirm nor deny whether Salt Lake City would be an intermediate stop on the Chicago-San Francisco route. Members of Utah's congressional delegation were hopeful that both Salt Lake City and Ogden would be named by the passenger railroad company.

Lloyd's Statement

Rep. Sherman P. Lloyd, R-Utah, wrote David W. Kendall, chairman of Railpax Corp., that continuation of passenger service to both Salt Lake City and Ogden "would make effective use of existing passenger facilities and would in addition give the best prospects for future expansion of service to other areas in the Intermountain West."

The selection of 114 cities to be interconnected by Railpax will be based on current passenger usage and operating costs, adequacy of alternate means of transportation, population along routes and physical characteristics of tracks and equipment. The names of all 114 cities to be served will be announced Monday.

City, D&RG in Oral Agreement On 2nd West Trackage Removal

21 Mar 1971
By RON BARKER

An oral agreement has been reached between Provo City and the Denver and Rio Grande Western Railroad regarding removal of tracks and right-of-way acquisition along 200 West following approval of the railroad's abandonment request.

If the request is favorably considered, the city will pay the railroad up to \$50,000 to relocate facilities it has at 1230 N. 200 W. and for expenses incurred in removing 13,225 feet of track from 600 South to 2230 North.

The railroad submitted its request for abandonment to the Interstate Commerce Commission, and immediately asked that the ICC reject the application on the grounds that it no longer has jurisdiction over the remnant of the line that once ran from Provo to Heber. If, as the railroad contends, the tracks constitute an industrial spur, the state Public Utilities Commission would have jurisdiction.

Would Speed Solution

In that case, the whole matter would be settled much sooner, according to both city and

railroad officials. A public hearing would be involved in the abandonment proceedings if the ICC were concerned; but if the PUC has jurisdiction, a hearing would not be necessary. The city

Wilkinson Speaks in Los Angeles

LOS ANGELES (UPI) — President Ernest L. Wilkinson of Brigham Young University says college heads must be "commanders-in-chief" to prevent campus disturbances.

Speaking to the Rotary Club Friday, Wilkinson, 71, said, "boards of trustees have delegated so many administrative functions to the faculty that when a crisis arises the president is often powerless to act."

"In the area of overall discipline, the college president must be the commander-in-chief...if he is unable to maintain law and order then trustees will just have to get a new one," he said.

could go to work widening 200 West much sooner.

The city hopes to make 200 West an arterial route into the city from North Provo. It will be a four-lane road. The development of 200 West is listed by the city commission as a top priority project for downtown development.

Removing Trackage

Under the oral agreement between the city and the railroad, the railroad would do the work of relocating and removing trackage. The city would then reimburse. The city would also receive the right-of-way from 600 South to 500 North outright.

From 500 North to 2230 North, the railroad would retain the right-of-way in fee. The right-of-way will be appraised by C. Francis Solomon, Salt Lake City, and the railroad would have the option of either trading the right-of-way for city owned land of equal value or making a donation of the property to the city.

In the event the track removal

(Continued on Page 4)

21 Mar 1971 Reader Asks Questions On Canyon Railway Plan

Editor Herald:

I'm wondering if the taxpayers of Utah realize just how naive they are if they allow sentimental railway buffs to put over the railway scheme for the Heber Creeper in Provo Canyon? Do they know that the Heber group which is interested, owns property which stands to benefit from the sight-seeing railway? Have people forgotten that railways are notoriously skating on thin ice in this day and age? Who will pay the bill when the novelty wears off? Which one of you would ride it more than once?

The State Road Commission has already paid \$200,000 of the taxpayers' money for the right of way of the railroad to build us a highway of quality road construction and preserving the beauty of the canyon and Provo River as much as it is possible. A

single over-pass across the railway would cost at least a quarter of a million dollars. If the railway was abandoned in a few years, we would have an ugly scar remaining and our new highway would have to be constructed again. Where is there room at Bridal Veil Falls for the train to turn around? Where would tourists park their cars in narrow Provo Canyon while they were riding from nowhere to nowhere?

If Lowe Ashton and his group are so interested in preserving railway history, why couldn't they have a museum on their property in Heber?

It seems to me that we are not thinking this project through. It seems to me that a certain group and sentimental people are trying to get their pet project financed by the rest of us.

Otto Bailey
Orem

Mountainland Association Okayed by HUD

For Federal Funds for Area-Wide Projects

24 Mar 1971

The Mountainland Association of Governments has now been certified by the Department of Housing and Urban Development as a recognized area-wide planning organization which can request and receive federal funds.

The announcement was made this week by George Scott, executive secretary of the Mountainland Association, following meetings with HUD officials Friday and an Association meeting Thursday night in which the final steps necessary for certification were taken.

Jerry Hannen and Jack Wilder, representing HUD's Region Eight office in Denver reviewed certification requirements with Mountainland Association officials and confirmed that requirements have been met for certification in three areas: institutional, comprehensive planning, and water and sewer. The approval was contingent, however, upon the association hiring a full-time staff in the near future. Provisional certification for open space projects was also granted, but a comprehensive open space plan

must be adopted by the three-county area before Oct. 1 in order to qualify officially for open space certification.

Federal funding for a number of projects in Utah, Summit, and Wasatch Counties have been delayed pending official endorsement of the Mountainland Association by HUD.

At the Mountainland Association of Governments meeting Thursday, procedures were approved for applicant agencies to follow in making application for federal assistance projects through the association.

A planning work program and program design for the Mountainland Association was also approved at the meeting. The program called for identification of short and long range issues and problems in the region such as air and water pollution,

transportation, excessive subdivision of land, problems associated with urbanization and housing, economic development, land use planning, health, safety, and law enforcement planning, followed by the formulation of a program for dealing with these areas of concern.

Heber Creeper Takes On Fuel

For \$80,000 Funding Climb

Des News 26 Mar 1971

The Heber Creeper, given a boost by Senate Joint Resolution 16, is taking on fuel for the funding climb ahead, Wasatch Mountain Scenic Railway officials said today.

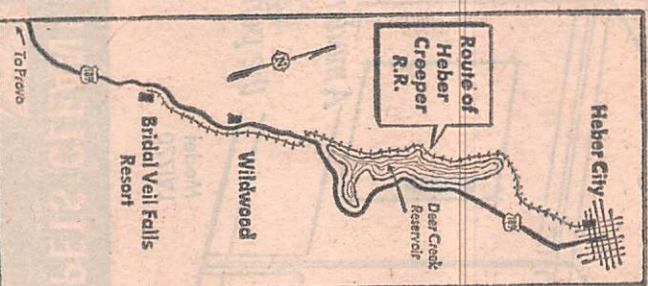
Leon Richey, member of the WMSR board of directors, said that "\$80,000 is being raised to put the Heber Creeper in operation from Heber City to a point near or a Bridal Veil Falls early this summer."

WMSR recently acquired a second engine to be used in the operation.

RIGHT-OF-WAY

Success of the venture hinges on acquisition of railroad right-of-way by the Utah Parks and Recreation Division from the Utah Road Commission. Parks director Harold Tippetts said that if such land is acquired, it would be administered by personnel from nearby Wasatch Mountain State Park.

Route of the railroad would be around the north and west sides of Deer Creek Reservoir, recently placed in UPRD administration.



Map shows proposed route of Creeper to Bridal Veil.

SJR 16, while not requiring that the Road Commission sell land originally purchased

for highway right-of-way in upper Provo Canyon, states it is the will of the state legislature that the commission do so.

The railway would seek to preserve the natural beauty and ecological values of the canyon and river, SJR 16 sponsor Sen. Robert F. Clyde, R-Heber City, explained. "The railway would benefit, as would the state, by retaining these values as a tourist attraction," Sen. Clyde added.

STOCK SALE

Similar scenic railway operations in Colorado and other states have worked out successfully in both terms of financial profit and greater recreational facilities, according to Tippetts.

Funding is being accomplished by sale of stock, Richey said. "We have a one year agreement with the Road Commission to prove feasibility and then would work out a time agreement with state recreation officials."

A master plan for Provo See FUND on Page B-3

Fund Drive For Creeper

Continued from Page B-1

Canyon would be desirable at that time, according to several state officials who have discussed the plan with Uinta Forest Service personnel. The Uinta Forest touches upon Provo Canyon in several areas.

COORDINATE PROJECTS

Such a master plan could include highway, railroad, and other development programs, so that all projects would be coordinated for the best long-range benefit of the canyon, and the state, University of Utah and Brigham Young University ecologists agree.

One major funding problem remains, according to the highway officials. If the railroad through Provo Canyon is once again functional, then it will intersect with proposed road plans in the canyon. An underpass estimated to cost several hundred thousand dollars, or some similar bypass system, will be required for

safety, highway officials said. The upper portion of the canyon road has not yet been designed. A public hearing is slated first, highway officials said.

The present trestle structure across the Provo River above Wildwood Resort may have to be strengthened, Heber Creeper officials said. "However, we don't think this, or any of the other hurdles, are unsurmountable," WMSR chairman Lowe Ashton, Heber City, states.

UNIQUE BEAUTY

"This area of unique beauty, readily reached from several communities, should be both preserved and utilized, and a scenic railway is one way both goals can be accomplished," Ashton stated.

"The idea has been approved in principle by the Legislature, and it has the support of many groups concerned about the ecological values of the canyon. It is now up to us to make it work, and that is what we aim to do."

Provo Herald 26 Mar 1971



We Can Have Train And Highway Too, Says Reader

Editor Herald:

We can have a four-lane or six-lane highway up Provo Canyon. We can have it without shifting the river, without ruining the springs, and without tearing up the railroad track. Tourists would come this way just to see it. I have pictures of how it has been done in other places, which I will be glad to show to anyone who is interested in saving the canyon and the railroad. Also, I

have pictures of the train ride from Durango to Silverton. Anyone who has ridden that train should have some idea of the tremendous asset we have in the tracks of the "Heber Creeper," alias the "Canonball," from Provo to Heber City, and then on to Park City. Let's not throw it away.

Richard P. Harris
397 W. 940 N., Provo

Would Improve Old Road, Keep Superhighway Out

Editor Herald:

Provo Canyon is a beautiful canyon. While it takes just a few minutes to drive to it from Provo and surrounding towns, yet there is a lot to do in making it convenient for citizens to use it for parties and other fun.

Underbrush needs cutting, limbs from trees need pruning, and old timber, rocks and trash should be cleaned up. The road needs some of its stiff curves taken out and at the mouth of the canyon the road should be straightened.

If the Heber Creeper is put into operation, a spot close to Provo for Provo people to get on it should be provided. Also there should be a few stops made by the train, say at Bridal Veil Falls, and a parking place and cafe should be placed at both ends of the train ride.

Now, to consider the other side, if you were a citizen of Provo, how would you feel about a superhighway to cut travel time in half? Would you like to

have a highway in Provo Canyon to keep in competition with Salt Lake, or would you scrap the idea and say, "It is an unsightly scene in this beautiful canyon?"

For myself, I say, repair and maintain the old road, clean up the canyon and keep the superhighway out.

Ernest L. Peterson
291 W. 1st S.
Springville